

Reversing the toxic tide CASE OF SHIPBREAKING



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NGO Shipbreaking Platform

IndustiALL - Nagasaki - 10 Nov 2014

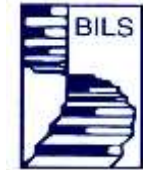
NGO Shipbreaking Platform

global coalition // environmental and human rights NGOs

- >>> Awareness raising and fact finding
- >>> Advocacy at national, European and international level
- >>> Legal action, incl. representation of workers
- >>> Develop standards for safe and environmentally sound ship recycling
- >>> Build coalitions with progressive industry and other stakeholders

AIM: Protect human rights
and the environment in
developing countries







CURRENT PRACTICE



Most vessels are broken on the beaches of South Asia

severe pollution - extremely poor working conditions

fatal accidents - child labour - high risk of cancer

loss of local livelihood



FACT-FINDING IN GADANI 2012

- oil spills on the beach
- lack of storage of hazardous waste
- toxic fumes from cutting and burning
- dumping of asbestos behind yards
- no waste management facility
- no water treatment plant
- lack of PPE
- no independent trade union recognised
- very poor workers' accommodation



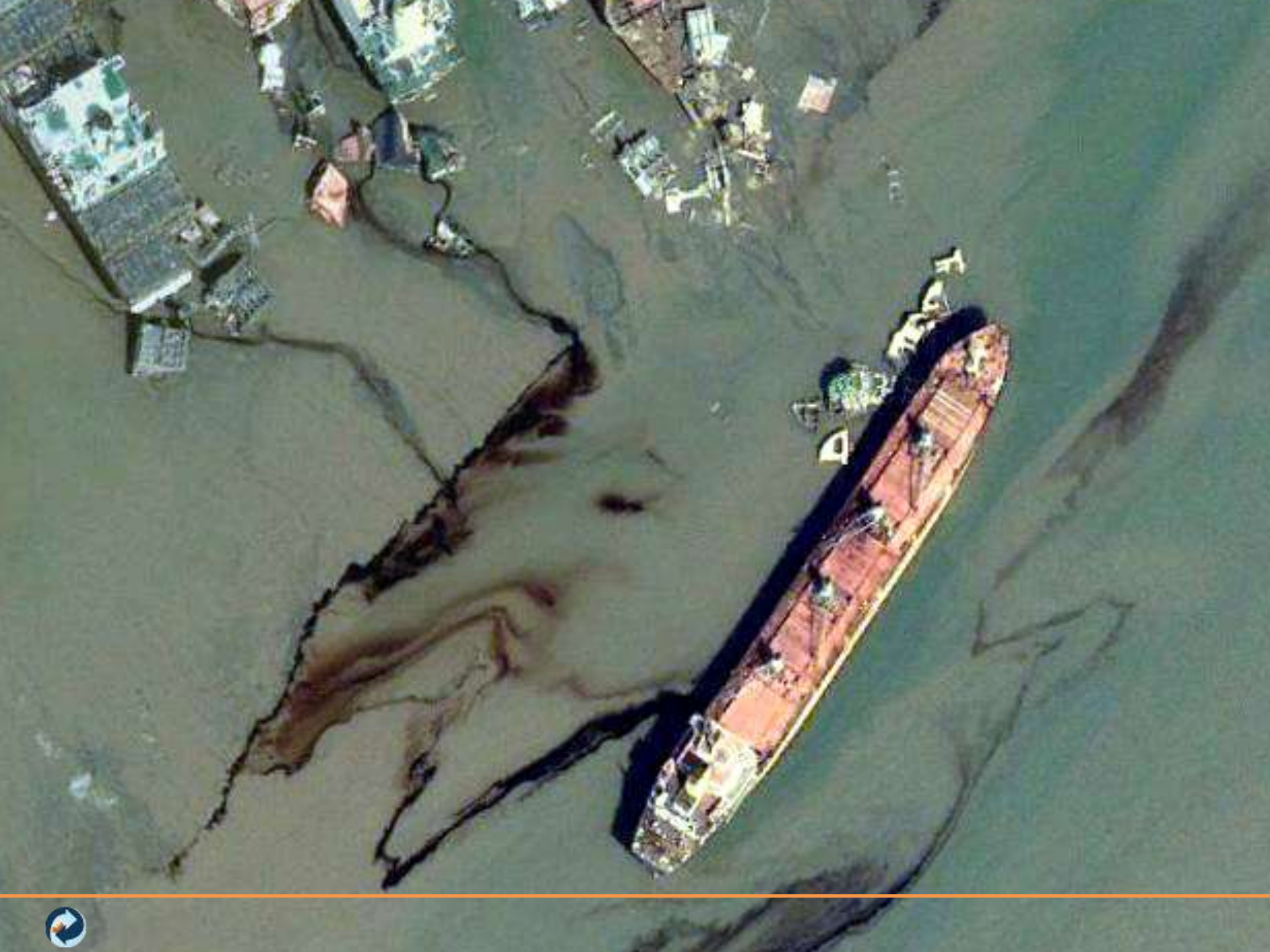


FACT-FINDING IN ALANG 2013

- toxic fumes from cutting and burning
- burning of wastes on the beach
- no tracking/overview of wastes
- lack of PPE
- women and children working in informal downstream scrap yards
- very poor accommodation of workers
- lack of adequate training for workers







FACT-FINDING IN CHITTAGONG 2014

- oil spills on the beach and water
- inadequate storage of hazardous wastes and no waste management facility
- toxic fumes from cutting and burning
- no water treatment plant
- adolescent workers (illegal child labour)
- poor accommodation of workers
- lack of PPEs
- yard owners oppress trade union movement
- injured workers are not adequately treated
- difficult to obtain compensation of disability

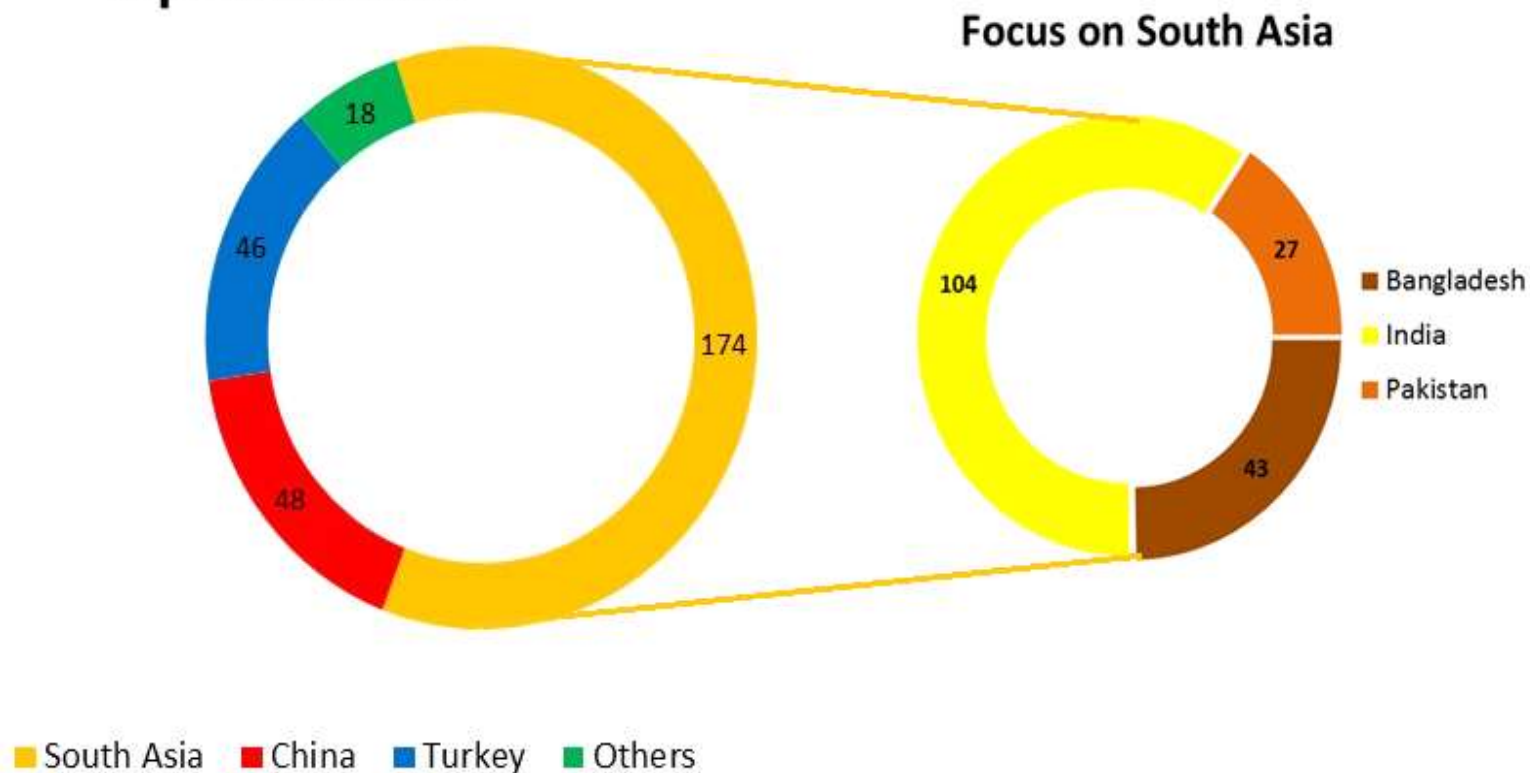




**NATIONAL
GEOGRAPHIC**



286 ships broken worldwide Apr-Jun 2014



>>> 53 European owned
ships sold to South Asia:



EXTERNALISING COSTS

- >>> The conditions in shipbreaking yards on the beaches in South Asia would never be allowed in ship owning countries in Europe, North America or East Asia
- >>> Ship owners earn millions of dollars with every vessel beached and the true costs of safe and clean ship recycling are externalised to poorer communities and their environment
- >>> The Platform is calling for decent work, environmental justice and for the implementation of the polluter pays principle



EXISTING LAWS & LOOPHOLES



IMO HONG KONG CONVENTION

- More than 100 NGO supported the NGO Shipbreaking Platform in condemning the Hong Kong Convention for legalising the dumping of toxic ships on the beaches of developing countries
- The majority of Basel Parties, the UN Special Rapporteur on Toxics and Human Rights and the Centre for International Environmental Law (CIEL) do not find that the Hong Kong Convention provides a level of protection equivalent to that of the Basel Convention
- The European Parliament has called for measures at the European level that « go beyond the weak remedies of the IMO »



EU SHIP RECYCLING REGULATION

- >>> Covers commercially owned vessels above 500 GT;
- >>> Removes EU-flagged ships from the scope of WSR;
- >>> Establishes a list of green ship recycling facilities;
- >>> EU-flagged vessels must use EU-listed facilities;
- >>> Requires an IHM on vessels visiting European ports;
- >>> Invites the EC to develop a financial mechanism;
- >>> Application earliest in 2016 / latest in 2019.



OFF THE BEACH!



MAKE THE POLLUTER PAY

- >>> all ships calling at EU ports and at anchorage, irrespective of the flag, should contribute
- >>> paying a levy at every port call, paying an annual fee or providing proof of a financial guarantee
- >>> cover the price gap for clean and safe recycling
- >>> once a ship has been recycled in a compliant ship recycling facility, either the ship owner could be paid out or the ship recycling facility could receive a premium



WAY FORWARD

>>> share information
(accidents, developments,
South Asia Quarterly
Update)

>>> common position on
financial incentive and call
for other regions /
countries to mirror EU SRR



DONATE

www.shipbreakingplatform.org
www.offthebeach.org



**WOULD WE LET THIS
HAPPEN IN EUROPE ?**